



151A AVIATION MAINTENANCE TECHNICIAN

# **AVIATION MAINTENANCE TECHNICIAN WARRANT**

## **MOS 151A**



## OUTLINE

1. Briefing Goals
2. Mission
3. Area of Concentration
4. Prerequisites
5. Assessment & Acquisition
6. Distinctiveness
7. Distribution
8. Where they are
9. How to employ them
10. Duties of WO1 - CW3
11. Misutilizations & Misconceptions



## GOALS OF THIS BRIEF

1. Define who the 151A are
2. Where 151A should be by grade
3. How 151A should be employed



# 151A MISSION

The primary mission of 151A technicians is to maintain and improve the productivity and quality of Army Aviation Maintenance.



## 151A Area of Concentration

IAW DA PAM 611-21, (31 March 1999)

- **Manages** personnel, supply, equipment, and facility assets to maintain and repair Army rotary and fixed wing aircraft
- **Organizes** maintenance elements to inspect, service, test, disassemble, repair, reassemble, adjust, replace parts, and retest aircraft or aircraft components
- **Prepares**, implements, and maintains standing operating procedures for management of maintenance activities
- **Interprets** regulations, technical manuals, and orders pertaining to maintenance of Army aircraft for commanders and subordinates
- **Supervises** aviation equipment maintenance and repair shop, section, or platoon
- **Directs** maintenance and accountability of organizational test equipment, supplies, and recovery equipment



## PREREQUISITES TO BECOME 151A, IAW

### Minimum: USAREC

- ✓ E-5 or above in CMF 15 (*Formerly MOS 67/68*)
- ✓ Worked 5 of the last 8 years in CMF 15
- ✓ BNCOC graduate in CMF 15
- ✓ Minimum 1 year experience as a section chief or supervisory experience and be documented in NCOER's
- ✓ Less than 12 years AFS

### Preferred:

- ✓ 2 years of college credit
- ✓ An Aircraft and Power Plant (A&P) certificate issued by FAA



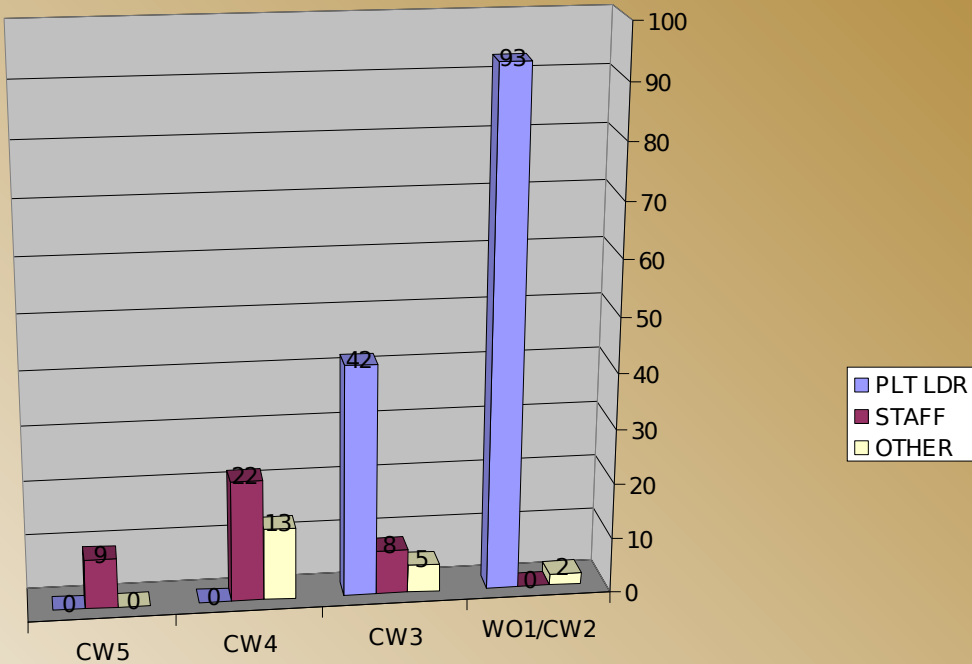
## 151A ASSESSMENT & ACQUISITION

The average 151A enters WO service with approximately 10 years of aviation maintenance experience and was competitively selected from the most competent aviation maintenance NCOs.



# 151A DISTINCTIVENESS

Different from Rated Aviation WO,  
151A are PLT Leaders right out of the  
gate



	CW5	CW4	CW3	WO1/CW2
PLT LDR	0	0	42	93
STAFF	9	22	8	0
OTHER	0	13	5	2

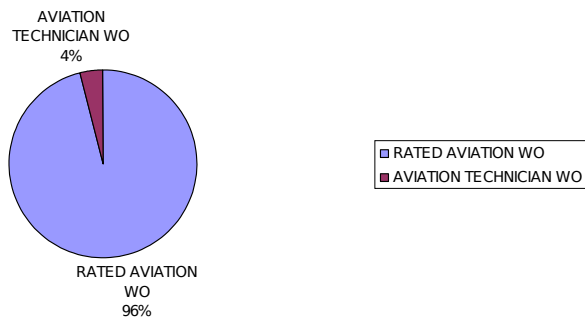




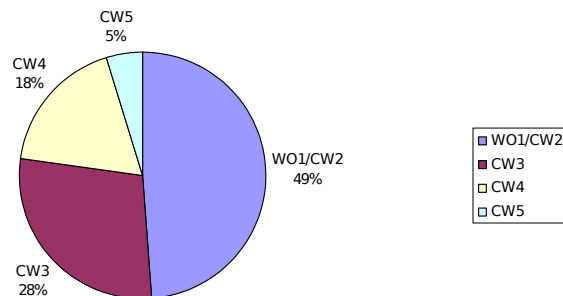
## 151A DISTRIBUTION

- 1 per Aviation Battalion
- 3 per Aviation Support Battalion
- 1 per 25 ratio (151A to Rated Avn WO)
- An average of 200 are on duty in

**RATED AVIATION WO / AVN TECH WO RATIO**



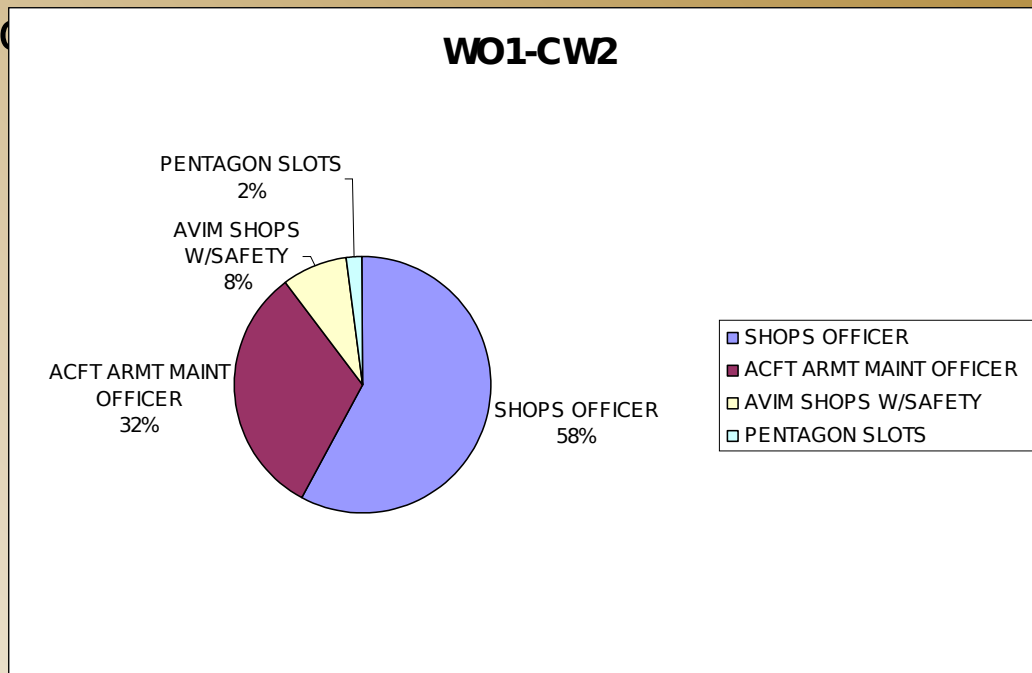
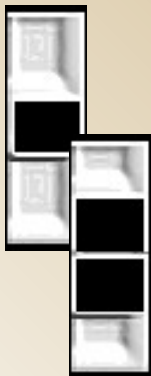
**151A SLOTS BREAKDOWN**





# WHERE 151A ASSIGNMENTS ARE BY GRADE

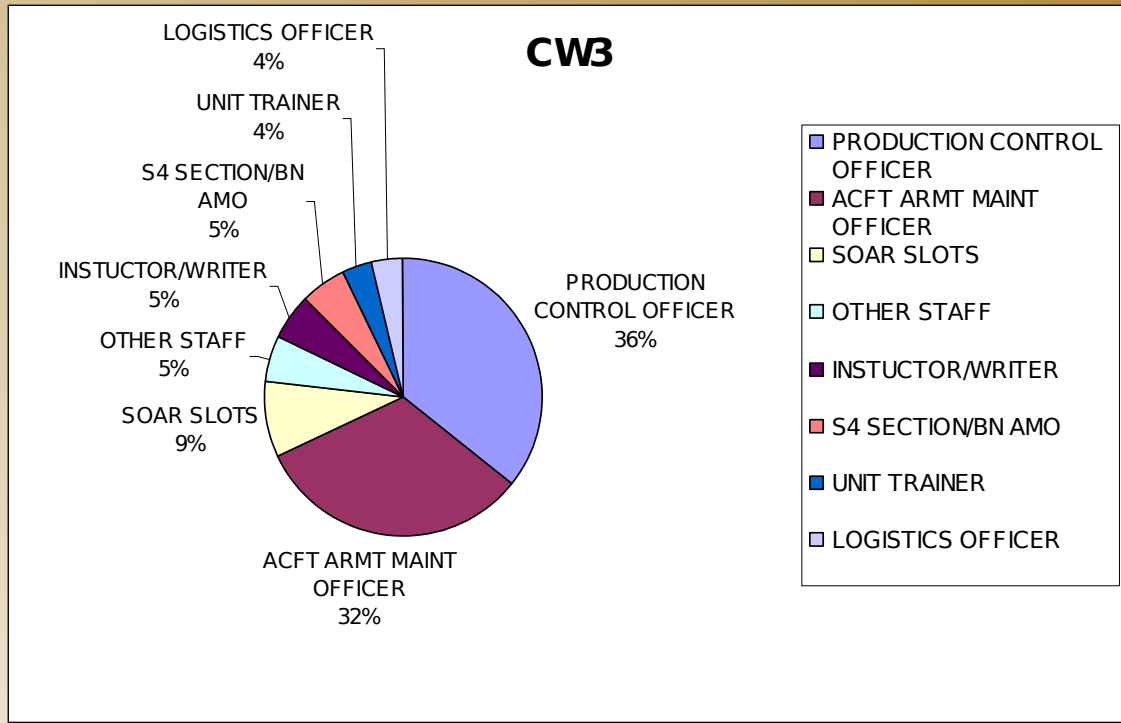
**WO1/CW2** are assigned to Aviation Unit Maintenance (AVUM) company/troop or Aviation Intermediate Maintenance (AVIM). Normally placed in PLT Leader positions and are responsible for the soldiers(25 - 45), equipment, training and successful mission accomplishment





# WHERE 151A ASSIGNMENTS ARE BY GRADE

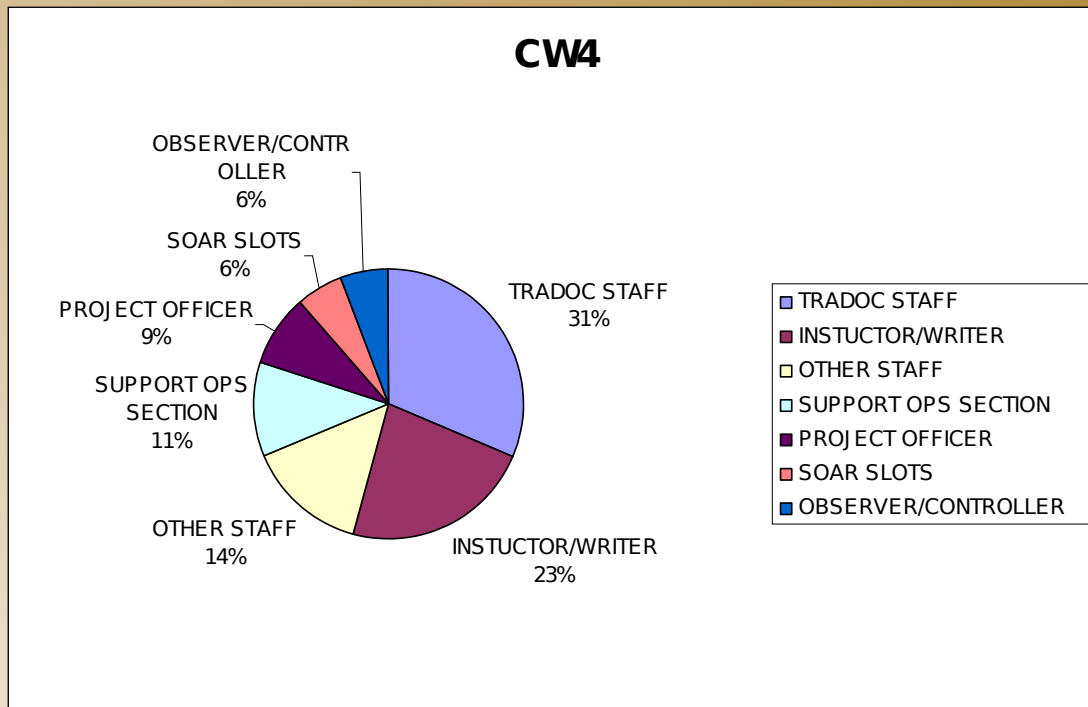
**CW3** may be assigned at the AVIM company or battalion level and will lead an Aircraft Armament Maintenance PLT or be a Production Control Officer.





# WHERE 151A ASSIGNMENTS ARE BY GRADE

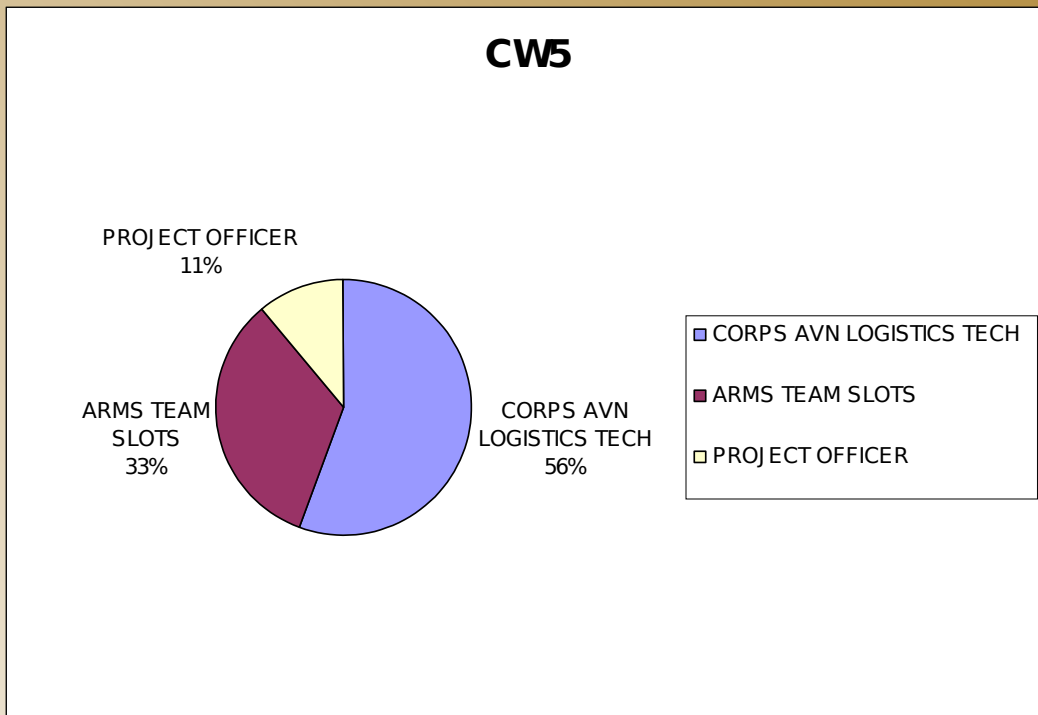
CW4 will normally be assigned to TRADOC assignments and various staff positions at Battalion and higher levels serving as the the subject matter experts (SME) on aviation maintenance operations.





# WHERE 151A ASSIGNMENTS ARE BY GRADE

CW5 will normally be assigned at corps support command levels and will deal with macro level maintenance, force modernization and logistics issues.





## HOW TO EMPLOY 151A

- Cornerstone of a unit's aviation maintenance program
- Keep them involved with aircraft and their readiness
- Keep them involved in unit planning process; what you are trying to achieve, they are likely to have experienced it
- Groom them to be Senior 151A, who will mentor future maintenance officers and advise future commanders



## WO1 - CW3 DUTIES-

IAW DA PAM 611-21, (31 March 1999)

- Manages aircraft maintenance based on a thorough knowledge of aircraft maintenance requirements for power plants, power trains, electrical systems, avionics, armament systems, mechanics and pneudraulics.
- Manages removal, disassembly, inspection, repair, assembly, installation, maintenance operational checks and adjustments of aircraft structures, components and subsystems.
- Manages the maintenance of technical publication libraries.



# WO1 - CW3 DUTIES-

IAW DA PAM 611-21, (31 March 1999)

- Ensures compliance with regulations governing forms, records and reports pertaining to aircraft maintenance.
- Manages aircraft repair parts and supply procedures.
- Directs the development of aircraft repair parts and spares stockage levels to ensure mission accomplishment and sustainment.





## WO1 - CW3 DUTIES-

IAW DA PAM 611-21, (31 March 1999)

- Directs the use of tools, measuring, and diagnostic equipment to isolate faults in aircraft systems and subsystems.
- Ensures quality control procedures are observed during aviation maintenance.
- Directs use of computer systems and software for maintenance and supply requesting, reporting and management.



# 151A MISUTILIZATIONS & MISCONCEPTIONS

- Technical Supply as primary duty  
(151A have no more Supply Trng than MTPs)
- Staff positions (S1, S2, S3, S4, XO, etc.)
- Non-maintenance related special projects
- Jack-of-all-trades
- Expert in unit's assigned airframe



## SUMMARY

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- Prerequisites
- Assessment & Acquisition
- Distinctiveness
- Distribution
- Where they are
- How to employ them
- Duties of WO1 – CW3
- Misutilizations & Misconceptions



## GOALS RESTATED

1. We defined who the 151A are
2. We displayed where 151A should be, by grade
3. Finally, we clarified how 151A should be employed

## QUESTIONS?